Bomb on board in Air India Jumbo Jet

*290. SHRI B. SATYANARAYAN REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that an Air India Jambo Jet on a flight from London to Delhi via Bombay had to return to London airport on the 5th April, 1986 following an alert that a bomb had been planted on board the aircraft; and

(b) whether an enquiry had been made in the matter and if so, the outcomethereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) After landing, a thorough security check was carried out, but no bomb was found on board the aircraft.

SHRI B. SATYANARAYAN REDDY: In spite of the security check and security measures, the Air India jumbo jet carrying 305 passengers and crew on flight from London to Delhi via Bombay had to return to Londin seventy-five minutes after take-off following an alert that a bomb had been planted on board. And he Minister says precautionary measures had been taken. the question is such things are happening in spite of the precautionary measures. After the plane had taken off, Air India received an anonymous call saying that a bomb had been planted on that flight. The flight flew from New York london where some passengers got off and severay others boarded for Bombay and Delhi. It left for Delhi at 10.52 a. m. I would like to know how it happend in spite of the security measures. Are the authorities aware that some people are creating such bomb scare very often? Is there any arrangement with the Ministry to pinpoint responsibility for such hoax?

SHRI JAGDISH TYTLER: There is no precaution for an anoymous call. As soon as an anonymous call is received the Captain takes the plane back for a thorough search of the aircraft; the cargo is unloaded and the local security is informed; We also inform the local police. In this case we informed the Metropolitan Police, London, and they said we cannot register a case for an anonymous call whether the call is right or wrong, we cannot decide till we have made a thorough search of the aircraft. Therefore, we do take all the precautionary measures.

SHRI B. SATYANARAYAN REDDY: There was a delay and the plane returned to London. I would like to know from the honourable Minister who will bear the cost, whether the General Sales Agency at London or Air-India. -Secondly, I would like to know what the benefit is which the GSA was getting earlier and the benefit which the GSA is getting now. Who will bear the cost officials?

SHRI JAGDISH TYTLER: Cost of what?

SHRI B. SATYANARAYAN REDDY: Cost this flight, going back, because of this incident.

MR. CHAIRMAN: Cost of fuel.

SHRI B. SATYANARAYAN REDDY: Yes, whatever it may be. I want to know what the cost is.

SHRI JAGDISH TYTLER: Sir, I think that human lives are more important to us.

SHRI B. SATYANARAYAN REDDY: But, Sir, apart from this,.....

MR. CHAIRMAN: No, please. Your question lacks thrust. Now, Mr. Kadharsha.

SHRI M. KADHARSHA: Sir, the overall security check done by our airlines is not only not foolproof, but is also indecent. The Government has imposed so many restrictions even on the genuine passengers for entering into the airports and these are so many other formalities which

are followed. Finally, even after passing through the many security check points, the passenger is subjected to personal frisking before boarding the aircraft at the bottom of the aircraft itelf. Even ladies are subjected to this sort of personal frisking in front of the male passengers and it is very indecent and inhuman. The number of aircraft owned by Lufthansa or the Singapore Airlines or the Japan Air Lines is much more compared to the number of the Indian aircraft. While the other airlines are able to manage a decent security check, I do not know why we are following such a security check system and I wonder why we should not follow a decent and foolproof security check.

SHRI JAGDISH TYTLER: Sir, the security check for all the airlines is done by the same agency as far as our country is concerned because it is the local police at the airports —may be it is Lufthansa, it is PanAm or it is Air India which does it and it is done by them and the security is done according to a well-laid-down procedure where you have to make sure that nothing of this sort goes into the aircraft which can endanger either the passengers or the aircraft.

MR. CHAIRMAN: All right. Next Question. Question No. 291.

*291. [The questioners (Shri Gurudas Das Gupta and Shri Chaturanan Mishra) were absent. For answer, vide col. 38 infra.]

MR. CHAIRMAN: Next Question. Question No. 292.

Encouragement to voluntary cultural organisations

*292. PROF. B. RAMACHANDRA RAO:

SHRI ADINARAYANA REDDY:†

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) What are Government's schemes to encourage voluntary cultural organisations;

(b) what are the criteria for the selection of these organisations for assistance;

(c) what is the number and the amount of assistance given so far to these organisations during the last one year; and

(d) what has been the impact of such assistance on the preservation, propagation and promotion of Indian Culture?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI): (a) to (c) Statement is laid on the table of the House. (See Appendix CXLI, Annexur No. 108]

(d) From the reports received, the Voluntary organisations have utilised the assistance for the purposes of better preservation, propagation and promotion of various aspects of Indian culture and heritage.

SHRI ADINARAYANA REDDY: Sir, in the statement attached to the answer it has been stated against

†The question was actually asked on the floor of the House by Shri Adinarayana Reddy.